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The Commonwealth of Massachusetts

FIRST ANNUAL REPORT

OF THE

PORT OF BOSTON COMMISSION

TO THE

GENERAL COURT

UNDER CHAPTER 608 OF THE ACTS OF 1953



JANUARY, 1955

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The Commonwealth of Massachusetts

COMMISSIONERS OF THE PORT

WILLIAM H. GULLIVER, JR., *Chairman*

EDWARD L. COCHRANE

RICHARD I. GOODRICH

J. DOUGLAS DAWSON

JOHN T. LANG



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The Commonwealth of Massachusetts

Port of Boston Commission,
Commonwealth Pier, No. 5,
Boston 10, November 29, 1954.

To the Honorable Senate and House of Representatives:—

Transmitted herewith is the Annual Report of the Port of Boston Commission for the fiscal year 1953–1954 in accordance with chapter 608 of the Acts of 1953.

Very truly yours,

PORT OF BOSTON COMMISSION

JOHN M. BRESNAHAN, *Director.*

FIRST ANNUAL REPORT OF THE PORT OF BOSTON COMMISSION
TO
HIS EXCELLENCY, THE GOVERNOR
AND THE
GENERAL COURT

The first annual report of the Port of Boston Commission, appointed in October 1953 pursuant to Chapter 608 of the Acts of 1953, is presented herewith. The report covers the fiscal period July 1, 1953 through June 30, 1954.

Chapter 608 of the Acts of 1953 terminated the Port of Boston Authority established by Chapter 619 of the Acts of 1945, and created the Port of Boston Commission with substantially the same powers and purposes. The five Commissioners, who serve without compensation, for terms which will ultimately be for five years, are appointed by the Governor, without statutory limits as to political affiliation or residence, from a panel of candidates suggested by twenty organizations concerned with the operation and development of the port of Boston, and the Mayor of Boston. Said organizations also appoint representatives to the Advisory Council to the Port of Boston, established by said Chapter 608, to consult with, review the activities of and report to the General Court annually with respect to the Port of Boston Commission. The provisions with respect to the appointment of Commissioners and to the establishment of functions of the Advisory Council are the unique and progressive features of Chapter 608.

The Commissioners originally appointed by Governor Christian A. Herter, in October 1953, pursuant to said Act and who served for the first fiscal period ended June 30, 1954 are:

WILLIAM H. GULLIVER, JR., of Wellesley, *Chairman*
EDWARD L. COCHRANE, of Cambridge
J. DOUGLAS DAWSON, of Worcester
RICHARD I. GOODRICH, of Wellesley
JOHN T. LANG, of Boston

None of said persons had any connection with the former Port of Boston Authority nor with any agency, such as railroads, steamships, trucks, stevedores, or warehouses serving the Port, but Mr. Lang, import and export Manager of S. S. Pierce Company, had for many years been concerned with its substantial imports and exports through the Port. Mr. Goodrich was a member of a large wool importing concern. Mr. Dawson, Traffic Manager of the Norton Company, of Worcester, a substantial user of the Port, was familiar with its operations. Admiral Cochrane, Vice President of Massachusetts Institute of Technology and a former Chairman of the United States Maritime Administration, was thoroughly cognizant of ships and shipping administration, and Mr. Gulliver, a lawyer and business man and Chairman of the informal Advisory Council to the Port of Boston Authority, which council, created by the Greater Boston Chamber of Commerce, played an important part in the enactment of Chapter 608, had acquired considerable working knowledge of Port problems.

However, the creation of an entirely new group, without individual prior direct experience in the matter, to administer and direct the affairs of a then going concern with some 130 employees, charged with the promotion and operation of facilities representing a Commonwealth investment of many millions of dollars, and serving a very large trading area, importing and exporting in the aggregate nearly 19 million tons of goods annually, presented some rather unique and difficult problems to the newly appointed members of the Commission, at the time and since deeply and continuously concerned with the necessity of serving their individual businesses, as well as the interests of the Port. The members of the Commission have given very largely of their time and energy. Meetings of the Commission, as a whole, have been held every week since October 1953 and there have been frequent additional meetings as well as sub-committee meetings on various special topics. On the average, members of the Commission have spent 10-15 hours per week in

connection with Port business. This is stated as a measure of devotion to a task which is unrelenting and interminable and demands persistent, aggressive and imaginative programs and the continuous support of the community and area it can serve, to regain for Boston its proper position in the commerce of the nation.

The Commission deems its prime function to be to stimulate the flow of commerce through the Port. That function includes the creation and maintenance by public or private sources, of the necessary physical facilities in the form of piers, warehouses, grain elevators, and the other necessary services of a port. The Commonwealth owns and either leases or operates the principal piers, elevators and other facilities in the Port of Boston and the Commission is the Commonwealth's agent for that purpose. The Commission, for reasons beyond its control, has during the fiscal period under review, had to be too much concerned with emergencies affecting physical facilities, with a consequent reduction of time for devotion to promotion of traffic. At Hoosac elevator, the walls of the 60-year old structure were destroyed by windstorm, the drives for the elevation and distribution of grain were found to be obsolete and dangerous, \$400,000 was sought from and provided by the General Court for rehabilitation of the elevator, and new lease terms negotiated with the Boston and Maine Railroad. The East Boston piers leased to the New York Central Railroad were, on inspection by the Commission shortly after appointment, found to be in severe disrepair and a great deal of time of the Commission was required to effect restitution. Plans were developed for the modernization of Commonwealth Pier No. 5, the only large pier operated directly by the Commonwealth, \$1,800,000 for the purpose sought and obtained from the General Court, and preliminary steps to lease the same taken. Castle Island, after a public call for bids, is about to be leased after extensive negotiations to Luckenbach Steamship Company, the highest of several bidders, and a large user of the Port for many years. \$1,200,000, provided by the General Court, is to be spent in accordance with plans developed by the Commission for the repair and rehabilitation of Castle Island. A new arrangement for the operation of Piers 48, 49, and 50, the only old piers owned by the Commonwealth, was negotiated with the Boston and Maine Railroad. An extension of the lease of Commonwealth Fish Pier for a long term has been in process of negotiation. Last but perhaps most significant of the Commission's labors with facilities was its successful campaign to preserve the Army Base as an operable pier for the Port of Boston. This facility, owned by the United States Army, representing the largest single facility in the Harbor, and handling a very large proportion of total dry cargo traffic of the Port, was discovered to be in such dangerous condition that collapse was a considered possibility. The United States was seriously considering abandonment of the facility, as repair was estimated to cost \$11,000,000 and it was erroneously believed that other facilities in the Boston Harbor and elsewhere could adequately serve military and commercial requirements. In fact, loss of this great facility would have been a calamity to Boston, the area served by the Port and the nation. The Commission organized the campaign to preserve and rehabilitate the Base, and with Governor Herter, the Massachusetts delegation in Congress led by Senators Saltonstall and Kennedy and Congressman McCormack, and with the aid of civic and shipping agencies, persuaded the Congress not only to provide \$9,900,000 for repairs and rehabilitation but also to lease the rebuilt facility to the Commonwealth for One Dollar, for a term which may extend for 50 years, subject to recapture in the event of national emergency. The General Court, at the request of the Governor and as part of the arrangement with the Federal Government, appropriated \$1,100,000 toward the \$11,000,000 repair and rehabilitation cost of the Base. Thus was a great shipping facility preserved and rebuilt for Boston and the nation by joint Federal and Commonwealth action and placed in the control of the Commonwealth for an extended period of years.

The principal unfinished business with respect to facilities is the completion of modernization of Commonwealth Pier No. 5, for which \$1,800,000 has been provided, the completion of repairs and improvements at Castle Island, for which \$1,200,000 has been provided, the repair and rehabilitation of the Army Base, for which \$11,000,000 has been appropriated by the Federal Government and the Commonwealth, the negotiation for the lease of Commonwealth Pier No. 5,

the negotiations of the lease of Army Base from the Federal Government, and the negotiation of a sub-lease to a private operator of that facility.

While the concentration summarized above with respect to piers and other facilities has unavoidably diverted the attention of the Commonwealth from its prime function of promotion of commerce, it would now appear that such matters have in large part been, or are in the course of being, adequately provided for and the Commission should be able hereafter to focus more effectively and consistently on the development of traffic through the Port. During the fiscal year ended June 30, 1954, the Commission has been severely handicapped in promotional activities not only by the necessary preoccupation with facilities, but also lack of any significant funds for promotion and of sufficient and trained personnel experienced for traffic solicitation. The budget for the Commission for 1954-55, prepared and filed prior to the appointment of the present members of the Commission, provided only \$3500 for advertising, printing and promotion, only \$2000 for travel, and for only three traffic solicitors. Other ports, with some of which Boston must compete and which have grown sharply in total commerce, to some extent at the expense of, and certainly in distinct contrast to the stagnation here, are spending substantial sums for promotion and related activities as follows:

New York	\$500,000
Philadelphia	335,000
Baltimore	130,000
Hampton Roads, Va.	430,000
Charleston, S. C.	130,000
Savannah	135,000
Mobile	138,000
New Orleans	680,000

No private concern with operable assets having a value at replacement cost (including Army Base) of more than \$100,000,000, capable of producing great wealth for the community served thereby, would fail to spend substantial sums to focus the attention of importers, exporters and the public generally on the competitive merit of such facilities and of shipping through the Port served thereby. Entirely aside from possible savings in cost to importers and exporters in the area served by the Port, enabling them to compete more aggressively, it is estimated each vessel coming to Boston will on the average spend about \$11,000 here for labor, materials and supplies. It is not contended that advertising, solicitation and promotion can long and successfully sell a port which is not competitive. It is insisted, however, that a port which is competitive must yet fight for business with other ports, by advertising, solicitation and promotion. Many of Boston's pier facilities are excellent and all will be excellent on the completion of repairs and improvements now provided for at Commonwealth Pier No. 5, Castle Island and Army Base. Its labor relations and efficiency are improving. Transport rates to the Port from New England and large areas in the Middle West and Canada favor Boston or are equal to those to other ports. But the Port must be advertised and promoted, its advantages established and business aggressively solicited if it is to escape the doldrums. Money and personnel are essential. As a relatively modest beginning on an aggressive promotion campaign, the Commission is requesting in its 1955-56 budget, appropriation of \$50,000 for advertising, printing and promotion, \$18,000 for travel and funds for additional traffic solicitors. The Commission regards such expenditure as a wise investment, not an ill-considered speculation.

As a partial consequence of lack of funds and personnel, the Commission has directed its promotional efforts to date largely toward the procurement of Boston's fair share of the huge Federal government exports, much of which is of military materials and supplies and equipment, and of commodities donated to foreign nations, and government imports, primarily for stock piling. As relatively few persons in the government service control huge shipments, it was possible for the Commission, even with restricted budget and personnel, to effect considerable progress. Much more remains to be done and constant pressure, by the Commission and unremitting effort by the Massachusetts delegation to the Congress, will be necessary to secure for Boston its equitable portion of government cargoes. These cargoes, which usually move in substantial volume, could provide the

most expeditious means of breaking the vicious circle, with which Boston is frequently faced in soliciting business that (a) the cargo cannot be shipped through Boston because there is no vessel to the point of destination at the right time, and (b) the vessel will not come to Boston because there is insufficient cargo.

If we can provide the cargo, we will get the ships. If we have the ships, we should be able to get the cargo.

The Commission does not presently contemplate any substantial capital outlay in the 1955-56 fiscal period. With the funds heretofore provided by the General Court, all of Boston's pier facilities, except Army Base, will be in excellent condition by the end of 1955 and Army Base rehabilitation will be completed in 1956. All of Boston's major piers will then have been built or rebuilt within a six-year period and as a group will be the most modern of any port on the Atlantic coast. If the Commission and other organizations striving for port development are successful in their efforts, a further expansion of facilities such as at Castle Island or on the Northern Avenue site of the old New Haven Railroad Piers may become desirable, but before such projects on a major scale were undertaken, it is probable the Commission would seek an engineering and economic survey by a qualified professional organization.

A vital element in promotion of the Port and in making it competitive with other ports is the equality of labor relations and efficiency in the movement of cargo to and from the ship. The less time a ship spends in port, the higher its earnings. Labor relations in the Port of Boston have substantially improved during the last year. In February, 1954, a new collective bargaining agreement was executed, effective to October 1, 1955, settling many controversial questions and providing for the settlement of other questions which may arise during the term of the agreement by Reverend John F. Powers, who commands the respect and confidence of all parties to the agreement.

The Port of Boston Commission fully appreciates the necessity of good labor relations to the effective operation of the Port. The Commission believes that while it employs few persons because all except one of its piers are under lease to private operators, it can and should play a part in the establishment and maintenance of good labor relations. The Commission has accordingly met on several occasions with Father Powers and with the many leaders of water-front labor unions to provide closer understanding of the plans of the Commission for the improvement of pier facilities and the development of the business of the Port, the aims of the labor unions for its membership and their part in the operation of the Port.

The meetings have been highly successful in creating a feeling of mutual confidence and understanding on the basis of which continuance of good labor relations may be expected and cargo handling costs in Boston can be made fully competitive with other ports. The meetings will be continued at periodic intervals.

It is a pleasure to state that for a variety of causes, which there is ample reason to believe will continue, there have been no work stoppages on the Boston water-front during 1954.

The Commission expresses its appreciation of the aid and counsel of Governor Christian A. Herter, the full cooperation of the General Court, and the several agencies of the Commonwealth with which the Commission deals, including the Commission on Administration and Finance, the Office of the Attorney General, and the Department of Commerce, the advice and cooperation of the Advisory Council of the Port of Boston Commission and of the various organizations concerned with the operation and development of the Port and for the continuing interest and efforts of the Massachusetts delegation to the Federal Congress in promotion of the Port.

On the following pages will be found the detailed information required by Chapter 608 of the Acts of 1953.

Respectfully submitted,

WILLIAM H. GULLIVER, JR., *Chairman*
EDWARD L. COCHRANE
J. DOUGLAS DAWSON
RICHARD I. GOODRICH
JOHN T. LANG

ENGINEERING DIVISION

During the fiscal year ended June 30, 1954, the only bond issue project for the development of new port terminal facilities in progress was the East Boston Pier No. 1 in East Boston, to be leased to the New York Central Railroad.

The contract for the construction of the substructure and superstructure of the new East Boston Pier was awarded on January 29, 1953, to the Raymond Concrete Pile Company of New York City, on its low bid of \$4,656,077.

As of June 30, 1954, the project was sixty-nine per cent completed and is expected to be finished in November 1954, about four months ahead of schedule.

The new pier will be the most modern in the country. The transit shed, covering an area of approximately 196,000 square feet, is entirely devoid of columns within the cargo-working area. This pier will also have the facilities for the transfer of bulk liquid cargo from ship to tank cars.

In addition, the Department of Public Works of the Commonwealth is preparing to construct an improved access highway to the new pier from Lewis Street, as authorized under Chapter 623, Acts of 1951. This highway will eliminate existing difficulty and congested traffic conditions of truck transportation serving the East Boston general cargo area.

CASTLE ISLAND TERMINAL

The City of Boston conveyed to the Commonwealth, under Chapter 626, Acts of 1953, six acres of City-owned land which had been utilized by the Federal Government in its World War II operations at the Castle Island Terminal. A public call for bids for the leasing of the Terminal after the completion of the improvements, alterations and repairs, as authorized under Chapter 777 of the Acts of 1951, was issued in April 1954. A lease with the Luckenbach Steamship Company, the successful bidder for this facility, will be consummated in December 1954. It is expected that the first-stage development of the Terminal at a cost not exceeding \$1,200,000, as provided by said Chapter 777, will get underway about the first of 1955.

The Castle Island Terminal has potentialities for development into one of the most modern and efficient integrated shipping terminals in the country.

MODERNIZATION OF COMMONWEALTH PIER No. 5

This Pier, erected in 1921 at a cost of about \$5,000,000 was designed primarily for movement of cargoes to and from the pier by railroad, the principal means of transport of that day. Now such movement is primarily by motor truck and modernization of the structure to permit more efficient handling of cargoes by such vehicles, is essential. Substantial repairs and renovations are also necessary, if the pier is to function economically. The General Court appropriated \$1,800,000 for these purposes, and plans for such repairs, improvements and modernization are being prepared. Such expenditures will not only increase the efficiency and capacity of the Pier but should also considerably reduce annual maintenance and operating costs. This work will be done under the direction of the Division of Building Construction of the Commission on Administration and Finance.

PROPOSED ALTERATIONS, IMPROVEMENTS AND REPAIRS TO THE HOOSAC TERMINAL FACILITIES

Efficient handling of grain at the Hoosac elevator requires that the power drives for the vertical conveyors be modernized. The existing power drives consist of a rope belt arrangement which is not only outmoded, but is also very inefficient and expensive to maintain.

Because of the failure of the hollow tile exterior walls of the elevator, in two storms, one in November and the other in December of 1953, it was necessary to remove the rest of these walls and replace them with a protective metal siding on a structural steel frame. Both the walls and the drives are part of the original

construction, which is nearly sixty years old. The General Court, in 1954, appropriated \$415,000 in the Capital Outlay Budget for this work, including certain minor repairs on the Hoosac Pier. This work should be completed early in 1955 by the Division of Building Construction of the Commission on Administration and Finance.

HARBOR IMPROVEMENTS AND SHORE PROTECTION

The following dredging projects were completed:

In the City of Malden, the Malden River navigable channel above and below the Medford Street Bridge was dredged by the hydraulic method to a depth of 7½ feet at mean low water. This section of the channel had shoaled to such an extent that barge navigation was hazardous. This dredging was done at a contract cost of \$16,950.44. This dredging was performed under Chapter 675 of the Acts of 1953.

In the Town of Milton and the City of Boston, the Neponset River channel upstream of the Granite Avenue Bridge was dredged by the hydraulic method to a depth of 8 feet at mean low water, to provide a turning basin and to eliminate shoals in the channel. This work was performed at a contract cost of \$40,752.54.

In the City of Quincy the existing mooring basin on the northerly side of the Town River channel was enlarged. This addition was dredged by the hydraulic method to a depth of 6 feet at mean low water. The contract price for this work was \$64,859.52.

In the Towns of Weymouth and Braintree, a new mooring basin and shoals in the channel of the Weymouth Fore River were dredged by the hydraulic method to a depth of 6 feet at mean low water. The contract price for this work was \$35,346.84.

The dredging of the Neponset River, the Town River and the Weymouth Fore River was performed under Chapter 660 of the Acts of 1953.

The General Court at the request of the Port of Boston Commission, by Chapter 560 of the Acts of 1954, transferred to the Department of Public Works, Division of Waterways, certain of the functions heretofore exercised by the Commission with respect to dredging, shore protection and harbor improvement.

SHORE PROTECTION

During the period of this report the following shore protection work was accomplished:

In the City of Quincy, a granite rip rap and concrete seawall with granite rip rap groins was constructed along Shelton Road and Heron Road in the Hough's Neck section. The total contract cost of this work, which was done under Contracts Nos. 111 and 113, was \$86,878.50.

A culvert and tide gate installation were constructed between Post Island and Hough's Neck under Contract No. 112, at a cost of \$12,607.00.

An extension of the drainage outfall pipe line and a new tide gate structure at Sachem Brook, under William T. Morrissey Boulevard, in the City of Quincy, were constructed under Contract No. 116, at a cost of \$28,190.00.

The City of Quincy contributed fifty per cent of the total cost of the above work.

A section of the Stony Beach seawall in the Town of Hull was reconstructed under Contract No. 110, at a cost of \$9,361.40. The Town of Hull contributed fifty per cent of the cost. The new seawall consisted of a Portland cement wall reinforced with granite rip rap.

In the Town of Weymouth, construction of two groins and artificial nourishment of the Town Beach at Wessagussett were accomplished under Contract No. 115, at a cost of \$5,003.15. The Town of Weymouth contributed fifty per cent toward the total cost of this work.

MISCELLANEOUS PROJECTS

Emergency Floating Oil Boom.

The construction of the proposed emergency floating oil boom across the Chelsea River between the Cities of Boston and Chelsea is still in progress. Machinery and appurtenances for the operation of the oil boom are being purchased through the State Purchasing Bureau. It is expected that this project will be completed by December, 1954.

Marine Borer Investigation.

The study of marine borer activities in the vicinity of the Castle Island Terminal in South Boston was continued during the fiscal year in cooperation with the New England Committee on Marine Piling Investigation. Test panels were sent monthly to the Wm. F. Clapp Laboratories in Duxbury for examination and study.

Oil Pollution Elimination.

This Division continued its vigorous campaign for the elimination of oil pollution from Boston Harbor.

Removal of Hulks and Wrecks.

This Division, in cooperation with the Harbormasters of the cities and towns in Boston Harbor, continued to police the harbor for wrecks and sunken hulks, and for unauthorized grounding of vessels. The Commission has prevailed upon the New England Division, Corps of Engineers, to undertake the removal of one sunken scow at the entrance to the Fort Point Channel, which is a menace to navigation. The cooperation of the Corps of Engineers has been excellent.

Proposed Access Road to the Mystic Terminal Area.

The Division has been cooperating with the City of Boston for the construction of a new access highway from Medford Street at Terminal Street to the new Mystic Pier No. 1 in Charlestown. It is expected that the City will undertake this project with the assistance of the Massachusetts Department of Public Works. With a view of assisting in the site preparation, the Commission obtained permission from the Corps of Engineers, Department of the Army to fill in a small non-navigable portion of the Little Mystic River.

During the year, the Authority and the Commission granted the following:

- 15 Permits
- 22 Licenses
- 1 Lease
- 4 Sales of Commonwealth Land

These transactions are more fully described elsewhere in this report.

LICENSES — From July 1, 1953–June 30, 1954

Issued by Port of Boston Authority:

- License 226 Boston Boat & Engine Company Inc. to maintain mooring dolphins and sunken barge in the tidewaters of the Neponset River off its property in the City of Quincy.
- License 230 A Monsanto Chemical Company to build and maintain earth dike and fill solid in Mystic River, superseding No. 230 now declared null and void.
- License 231 Monsanto Chemical Company to place and maintain fill in tidewaters of Mystic River on land owned by Boston & Maine Railroad.
- License 233 Dorothy M. McLaughlin to maintain fill as now placed in the tidewaters of the Chelsea River in the City of Boston.
- License 234 The Martin's Cove Beach Association of Hingham to construct a groin and clear the beach in the tidewaters of Hingham Harbor in the town of Hingham.

- License 236 Mass. Department of Public Works to construct high level fixed bridge in and over tidewaters of Neponset River in Boston and Milton.
- License 237 City of Boston Fire Department to lay, operate and maintain one (1) armoured submarine fire alarm cable in and over the tidewaters of Little Mystic Channel.
- License 238 Eastern Gas and Fuel Associates to construct a pier in and over the tidewaters of Boston Inner Harbor on their property off Border Street in East Boston in the City of Boston.

Issued by Port of Boston Commission:

- License 239 New York, New Haven & Hartford Railroad to extend a 72" reinforced concrete pipe under track bridge No. 1.61 from present 72" pipe south of bridge in and over the tidewaters of Fore River in the towns of Weymouth and Braintree.
- License 241 Proprietors of Boston Pier or Long Wharf to drive five piles for the temporary mooring of boats in and over the tidewaters of the south dock of Long Wharf in the City of Boston.
- License 242 Metropolitan District Commission to construct a deep rock water tunnel under the tidewaters of the Mystic River in the cities of Somerville and Medford.
- License 243 American Finish and Chemical Company to fill solid in the rear of their property at 1012 Broadway in the City of Chelsea.
- License 244 Metropolitan Transit Authority to dump snow and ice into Boston Harbor 1953-54.
- License 245 City of Boston, Dept. of Public Works to dump snow and ice into Boston Harbor 1953-54.
- License 246 Town of Braintree to maintain as now re-located Smelt Brook in 72" conduit and solid fill in old brook channel in Braintree.
- License 247 Town of Weymouth to maintain as now re-located Smelt Brook in 72" conduit and solid fill in Weymouth.
- License 248 Paragon Park Operating Company to fill and maintain fill as placed in tidewaters of Weir River in Hull.
- License 249 Jean H. Smith to place and maintain fill in tidewaters of Weir River in Hull.
- License 250 Metropolitan District Commission to place and maintain fill in and over tidewaters of Dorchester Bay.
- License 251 Goren Packing Company, Inc. to place and maintain fill in and over tidewaters Chelsea River.
- License 253 Department of Public Works to install four (4) submarine cables in tidewaters of Weymouth Fore River in City of Quincy and Town of Weymouth.

Permits issued by the Port of Boston Authority and Port of Boston Commission from July 1, 1953-June 30, 1954.

- Permit A-204 American Oil Company to dredge an area in the tidewaters of the Chelsea River off its terminal in the City of Chelsea.
- Permit A-205 Boston Edison Company to dredge an area in the tidewaters of Weymouth Fore River at its collier berth at the Edgar Station in the Town of Weymouth.
- Permit A-208 Boston Edison Company to install and maintain one pole and anchor guy with overhead wires in and over the Commonwealth property in South Boston off Northern Avenue.
- Permit A-209 Boston & Maine Railroad to dump snow and ice into the tidewaters of Boston Harbor during the winter season of 1953-54.

- Permit A-210 New York Central System to dump snow and ice into the tide-waters of Boston Harbor during the winter season of 1953-54.
- Permit A-211 City of Malden to dump snow and ice into the tidewaters of Boston Harbor during the winter season of 1953-54.
- Permit A-212 New York, New Haven & Hartford Railroad to dump snow and ice into the tidewaters of Boston Harbor during the winter season of 1953-54.
- Permit A-214 Thomas E. Welby to use and occupy parcel of land on Summer Street, South Boston, containing 9,930 square feet of land.
- Permit A-215 Bethlehem Steel Company — Shipbuilding Division — to dredge in the tidewaters of Boston Harbor at East Boston, superseding previous permit No. A-195.
- Permit A-216 Massachusetts Department of Public Works to dump snow and ice in the tidewaters of Chelsea Creek in Boston Harbor during the winter season of 1953-54.
- Permit A-217 Boston Edison Company to install and maintain two 3-inch iron pipe conduits underground from the westerly side of D Street 40 feet to an existing pole.
- Permit A-218 Boston Edison Company to install and maintain two 3-inch iron underground conduits and standpipe pole on Commonwealth land on the easterly side of D Street.
- Permit A-219 Boston Edison Company to install and maintain four electric power poles with overhead wires on Commonwealth land on Summer Street to supply electric service to advertising signs of John Donnelly & Sons.
- Permit A-220 Boston Edison Company to install and maintain one electric pole and overhead wires on B Street Extension from an existing pole on Commonwealth property to the property of Russ & Ebb.
- Permit A-224 Socony-Vacuum Oil Company to re-dredge their tanker berth in the tidewaters of Chelsea River in East Boston.

Sale of Commonwealth Lands from July 1, 1953-June 30, 1954.

1. Francis J., Philip D. and Joseph Morello purchased a parcel of land containing 37,465 square feet of land at the Viaduct, Summer and B Streets in South Boston, for the sum of \$18,000.00.

2. Louis Freeman purchased a parcel of land containing 14,410 square feet of land for the sum of \$6,000.00 on B Street, South Boston.

3. James D. Mahoney purchased land and buildings (the so-called Grasselli Wharf) on Summer Street in South Boston, containing 59,641 square feet of land for the sum of \$25,333.33.

4. Option to Buy — Stop & Shop Inc., option to buy on or before February 15, 1955, a certain parcel of land in South Boston bounded by Claffin, Bullock and D Streets; said Stop & Shop Inc., to pay the sum of \$85,000.00 upon exercising said option.

Leases of Commonwealth Lands from July 1, 1953-June 30, 1954.

1. Jacob Goldberg and Thomas Kelly were granted a lease for five years ending August 1, 1958, for use and occupancy of 1,118 square feet of land at the intersection of D Street and the Ramp in South Boston.

CONTRACTS INCURRED AND IN PROGRESS JULY 1, 1953 TO JULY 1, 1954

CONTRACT No.	CONTRACT NAME	CONTRACTOR	AWARDED	ACCT. No.	DATE COMPLETED	FINAL ESTIMATE
103	Shore protection — Sea St., Babcock St., and Manet Ave., Quincy	Bradford Weston, Inc.	12-5-52	2812-01-00	6-26-53	\$48,920 41
104	Dredging Little Mystic (South Channel of Mystic River) Charlestown District — City of Boston	Bay State Dredging & Cont. Co.	1-7-53	2812-03-18	2-26-53	19,499 04
105	Shore protection — Shelton Rd., Post Island Section, Quincy	Bradford Weston, Inc.	3-19-53	2812-01-00	7-16-53	26,754 04
106	Shore protection — along Manet Ave., City of Quincy	Bradford Weston, Inc.	5-7-53	2812-01-00	9-30-53	54,603 40
107	Shore protection — (2) Granite Riprap Groins — Adams Shore, Quincy	John Kitson	5-7-53	2812-01-00	12-1-53	3,243 40
108	Emergency floating oil boom across Chelsea River — Cities of Boston and Chelsea	Rev-Lyn Contracting Co.	3-25-54	3145-04-18	6-11-54	24,665 00
108-A	Furnishing and erecting (19) steel universal joints to 18" steel pipe for emergency floating oil boom	Industrial Welding Co.	5-27-54	3145-04-18	7-30-54	1,572 00
109	Removal and disposal of (2) sunken vessels in tidewaters of the Reserve Channel in South Boston	488 Dorchester Ave. So. Boston, Mass. Chas. L. Hazelton & Sons, Inc.	6-25-53	2812-07-18	9-30-53	3,120 00
110	Construction of concrete and granite shore protection, Stony Beach, Hull, Mass.	Carmine Antonellis	7-9-53	2812-05-18	12-8-53	9,361 40
111	Construction of granite and concrete shore protection along Sea St., Shelton Rd., Hough's Neck Section of Quincy	Bradford Weston, Inc.	8-6-53	2812-01-00	4-9-54	45,315 58
112	Proposed culvert and tide gate chamber — Hough's Neck, Quincy	George M. Byrne, Hingham, Mass.	10-8-53	3145-03-18	12-28-53	12,607 00
113	Construction of granite and concrete shore protection — Shelton Rd. and Heron Rd., Quincy	Joseph Perry	12-3-53	3145-03-18	6-15-54	41,562 92
114	Dredging by hydraulic method in tidewaters of Town, Fore, Naponset and Malden Rivers	North Atlantic Dredging Co.	12-3-53	3145-02-18	4-30-54	157,909 34
115	Shore protection and beach improvements, Wessagussett Beach, Weymouth	John Kitson	1-7-54	3145-03-18	5-14-54	5,003 15
116	Proposed drainage outfall pipe line and tide gate at Sachem Brook Rd. off Wm. T. Morrissey Blvd., Quincy	George M. Byrne 294 Washington St., Boston, Mass.	5-6-54	3145-03-18	8-10-54	28,190 00

MAINTENANCE

Regular maintenance by the Commission's staff was continued throughout the year. The principal works which were let out to private contractors were as follows:

COMMONWEALTH PIER No. 1

Fire alarm system

COMMONWEALTH PIER No. 5

Installation of six new cargo loading platforms	\$4,480.00
Repairs and inspection to elevators	2,130.80
Replaced two sections at east cargo hoist beam	1,950.00
Repair and replace eight steel ladders	735.00
Painted flagpoles, office lower level and east cargo hoist beam	1,380.00
Resurfaced sidewalk "D" Street	275.00
Installed chain link fence gates (Tracks 2 and 3 — 4 and 5)	979.00
Repaired portal ceiling — west driveway	385.00
Replaced bollard — west apron	285.00
Replaced plumbing — main office lavatories	522.00
Replaced cable pad eyes — (cargo doors)	592.00
Pest and rat control	900.00
Fire alarm system	416.50
Repairs of power plant	592.30

CASTLE ISLAND FACILITY

Repair to wood columns in transit shed

Repairs to underground water main

LABOR RELATIONS

The Commission participated with the Boston Shipping Association and representatives of labor on several occasions to overcome conditions which might otherwise have resulted in stoppage of cargo movement in the Port.

LABOR AGREEMENT

The International Longshoremen's Association (Independent) and the Boston Shipping Association consummated separate agreements for all workers engaged in the steamship industry in this area. These agreements will continue until October 1, 1955.

Labor relations in the Port have substantially improved in the last fiscal year and there is firm basis for expectation of continuance.

LABOR STATISTICS

Daily Employment Statistics, Longshoremen Handling General Cargo in the Port of Boston July 1, 1953 to June 30, 1954.

	AVERAGE EMPLOYMENT DAILY	MAXIMUM EMPLOY- MENT	NUMBER OF DAYS OVER 1,000	MAXIMUM GANG* SHORTAGE	NUMBER OF DAYS' SHORTAGE
1953					
July	889	1,275	4	5	5
August	580	1,178	5	3	3
September	610	1,309	4	9	4
October	605	1,377	4	12	5
November	722	1,448	10	4	7
December	666	1,295	5	2	2
1954					
January	535	1,087	1	1	1
February	674	1,552	5	4	2
March	732	1,210	7	12	6
April	786	1,350	11	4	7
May	641	1,423	9	7	2
June	737	1,374	9	7	4

1951-52 annual average per day — 517

1952-53 annual average per day — 625

1953-54 annual average per day — 681

The above statistics do not include sugar refinery workers, lumber handlers, warehouse helpers coal, oil, sulphur and iron ore unloaders, weighers and samplers, and maintenance personnel employed in the Port as well as clerical help.

*Gangs number from 15-21 men.

SECURITY

The uniformed special State Police of the Port of Boston Commission maintained a high degree of efficiency in security and protection of property at Commonwealth Pier No. 5. The chain link type gates at the railroad entrance to the pier were installed, and preparatory steps were taken to install an ADT monitored pier patrol system. The system will be completed and in operation during the next fiscal year.

OPERATIONS

During the fiscal year ended November 30, 1954, 160 vessels berthed at Commonwealth Pier No. 5, and the total transfer of tonnage at this pier during this period was 271,468 tons.

Commonwealth Pier No. 5 was used during the fiscal year previously by three steamship companies and agent vessels with preferential but non-exclusive right to berth at the pier.

The end berth of the pier was used by naval type vessels undergoing minor ship repairs, adding to the pier's revenue and in no way interfering with pier terminal operations.

COMMONWEALTH PIER No. 5

No. OF VESSELS	CARGO TONS		No. OF PASSENGERS		TOTAL TONS	TOTAL PASSENGERS
	IN	OUT	IN	OUT		
160	164,583	106,885	377	1,783	271,468	2,160

CASTLE ISLAND TERMINAL

This terminal continued under lease to the Terminal Operators Inc. of Boston.

One hundred eighty-three vessels were berthed at this combination general cargo and lumber terminal. The general cargo transfer amounted to 105,403 tons and the lumber transfer to 122,733,568 board feet (the latter representing a very substantial increase over the prior year and the five-year average).

HOOSAC PIER No. 1

This terminal continued under lease to the Mystic Terminal Company, a subsidiary of the Boston & Maine Railroad.

One hundred fifty vessels were berthed at this general cargo and grain terminal. The general cargo transferred amounted to 196,441 tons and the grain transferred 36,742 tons.

MYSTIC PIER No. 1

This terminal continued under lease to the Mystic Terminal Company, a subsidiary of the Boston and Maine Railroad.

One hundred sixty-five vessels were berthed at this general cargo terminal. The general cargo transfer amounted to 151,402 tons.

MYSTIC PIERS No. 48-49-50

This pier terminal continued under lease to the Mystic Terminal Company, a subsidiary of the Boston and Maine Railroad, acting as operating agents under an agreement with the Port of Boston Commission.

Forty-five vessels were berthed at this general cargo terminal. The general cargo transfer amounted to 55,842 tons.

During June of this fiscal year the No. 48 shed section of this terminal was severely damaged by fire. Reconstruction was started shortly thereafter with the recoupment of insurance funds, a requirement under the terms of the lease. The shed was restored and in operation by February 1954.

BOSTON AND ALBANY PIERS No. 3 AND 4

These pier terminals continued under lease to the New York Central System, acting as operating agent under an agreement with the Port of Boston Commission.

Two hundred ninety-one vessels were berthed at these two combination general cargo and grain terminals. The general cargo transfer amounted to 143,294 tons, and the grain transfer to 45,339 tons.

PROMOTION, MARKETING, TRAFFIC DIVISION

PORT COMMERCE

The total waterborne commerce of the Port of Boston, as compiled from official sources, is given below in tons of 2,000 lbs. The data are provisional.

YEAR	TOTAL TONS
1953	17,803,354
1952	19,237,945
1951	18,976,880
1950	18,194,438
1949	15,363,529

COMPARISON

	YEAR 1953 TONS	YEAR 1952 TONS
Imports	4,972,908	4,958,366
Exports	309,851	420,438
Total Foreign	5,282,759	5,378,804
Domestic:		
Inward	11,009,244	11,567,288
Outward	517,317	694,485
Total Domestic	11,526,561	12,261,773
Intraport	994,034	1,597,368
GRAND TOTAL	17,803,354	19,237,945

IMPORT AND EXPORT TRAFFIC (TONS OF 2,000 LBS.)

YEAR	IMPORTS	EXPORTS	TOTAL
1953	4,972,908	309,851	5,282,759
1952	4,958,366	420,438	5,378,804
1951	5,300,446	436,720	5,537,166
1950	5,282,995	247,364	5,530,359
1949	3,361,341	414,857	3,776,198

GENERAL CARGO
(Short Tons)

	YEAR 1953	YEAR 1952
Intercoastal	337,628	283,625
Coastal	139,559	Not available
Import	1,118,907	891,802
Export	165,580	183,818
TOTAL	1,761,674	

VESSELS ENTERING BOSTON HARBOR

YEAR	GENERAL CARGO	BULK CARRIERS	COLLIERS	TANKERS	TOTAL
1953	1,250	194	209	621	2,274
1952	1,183	169	273	676	2,301
1951	1,237	189	274	620	2,320
1950	1,527	220	254	800	2,801
1949	1,329	206	268	762	2,565
1948	1,207	152	569	727	2,655

CUSTOMS COLLECTIONS AT PORT

Boston's Customs Collections for the year 1954 in the amount of \$43,052,024.10 showed a decrease of \$19,623,021.98.

This decrease is due to the lack of purchasing on the World Market of wool by American industries. In Boston purchases of foreign wool decreased from 229,351,-759 pounds in 1953 to 119,037,351 pounds in 1954.

FOREIGN COMMERCE

Total foreign commerce registered a decline of 96,045 tons compared with the previous year 1952. Although importations increased by 14,542 tons, exports were down 110,587 tons due chiefly to a loss of 91,265 tons of grain, 18,238 tons of general cargo and 1,084 tons of petroleum. Preliminary figures for the first seven months of 1954 indicate a continued decline in grain exports, a 77% increase in general cargo exports and a definite increase in petroleum and all other exports.

PORT OF BOSTON IMPORTS

Twenty Leading Commodities Ranked by Weight
(Short Tons)

RANK	COMMODITY	YEAR 1953	YEAR 1952	YEAR 1951
	TOTAL IMPORTS	4,972,908	4,958,366	5,300,446
1.	Petroleum products	3,142,887	3,421,542	3,359,734
2.	Sugar	507,119	452,334	458,011
3.	Gypsum	203,995	192,638	217,849
4.	Woodpulp	137,247	76,227	118,371
5.	Wool (all grades)	122,547	143,905	227,887
6.	Lumber	92,401	22,209	27,466
7.	Molasses	70,449	63,149	81,131
8.	Iron ore	62,136	61,994	145,481
9.	Iron and steel products	51,967	43,296	95,090
10.	Iron, pig	49,794	8,732	54,528
11.	Coal, anthracite	33,577	31,618	27,802
12.	Rubber, crude	33,392	24,752	22,065
13.	Pineapple, canned	30,503	11,445	23,464
14.	Coffee	30,158	33,950	38,210
15.	Latex	26,809	7,761	11,276
16.	Hides, skins and pelts	24,606	25,379	33,328
17.	Sisal	20,988	20,752	20,753
18.	Cocoa — beans	19,410	24,001	28,226
19.	Extract — tanning	18,983	8,921	21,102
20.	Bauxite ore	14,068	9,452	9,443

EXPLANATION OF IMPORT INCREASES AND DECREASES

1. *Petroleum Products:*

Petroleum importations decreased by 278,655 tons during the calendar year 1953, due chiefly to a mild winter (October, November, December, 1953) and partly due to a shift to domestic (U. S. Gulf) petroleum because pipe line loading facilities at Aruba, Netherlands, West Indies are being rehabilitated.

Petroleum imports from Netherland West Indies decreased by 566,848 tons but importations from Venezuela increased 230,915 tons and from British West Indies by 46,777 tons.

2. *Sugar:*

Raw sugar importations showed a 12% increase (54,785 tons) and a comparable increase over the last five-year average which can be attributed to the two Boston refineries increased participation in the consumption by U. S. Armed Services at home and overseas. In addition to the regular importations from Cuba, the port's tonnage was swelled by 12,924 tons from the Philippines and 77,235 tons from Puerto Rico.

4. *Wood Pulp:*

Increased 61,020 tons or 80% over the previous year and 20% over last five-year average due to increased intense solicitation by port terminal operators. However, during year 1952 many ports of origin froze over during the winter months locking in many pulp ships. Anticipating similar severe weather in 1953, many U. S. importers "over-ordered" during the open season. 2,032 tons were received from the Mediterranean port of Trieste. 1,105 tons of British Columbian pulp were diverted from rail route to our intercoastal route.

5. *Wool:*

Wool importations were down 17% (21,358 tons) from the year 1952 and 32% when compared to the five-year average.

Attributed to U. S. Armed Services reduction in purchases of finished woolen piece goods, to increased importations of British and Italian woolen goods, use of synthetics and to a large extent, smaller importations of carpet wools. Various foreign manufacturers particularly in the Far East made substantial inroads into the U. S. market with attractively priced woolen and cotton rugs and carpets.

6. *Lumber:*

Lumber imports from Western Canada increased 400% over the year 1952 and 92% over the previous five-year average due chiefly to better labor relations and more efficient handling at Castle Island Terminal.

Availability of more ship-bottoms at lower charter rates was another factor for the increase. The building trade's demand for the product remained firm and continues into the year 1954.

7. *Molasses:*

Showed an increase of 11% over the year 1952 and 57% over the last five-year average due to increased demand for industrial alcohol.

8. *Iron Ore:*

All iron ore imported through the Port of Boston is consumed entirely within the Port at the Eastern Gas & Fuel Associates, Mystic Iron Works, Everett, Mass., for the production of pig iron.

Therefore, if the price of foreign pig becomes more attractive than the domestic price, foundrymen are apt to switch to foreign pig.

The decrease of 2,858 tons of iron ore was only 4% below 1952's total and the tonnage loss was offset by an increase in the importation of foreign pig iron.

9. *Iron and Steel Products:*

With U. S. steel mills operating at about 69% of capacity, foreign manufacturers of iron and steel products were able to increase their sales in the New England market. The Port's tonnage increased 8,671 tons over the year 1952. This is a 20% increase over year 1952 and 21% over the five-year average.

10. *Iron Pig:*

The port handled 49,794 tons of pig iron (all from Australia) in year 1953 or 41,062 tons more than during the previous year and 60% more than the previous five-year average.

Better labor agreements as to the number of men employed per hatch while discharging these cargoes by magnetic lift at the Army Base was chiefly responsible. With the use of the magnetic lift, discharge increased from 36 tons to 150 tons per hour.

11. *Coal — Anthracite:*

Boston is the only port in the United States which imports high-grade anthracite from Swansea, Wales. Due to good promotion and marketing the local importer has continually increased his volume since the initial importation in the year 1950.

12. *Rubber, Crude:*

Although rubber imports increased 8,640 tons or 34% over the year 1952 the figure is 3,000 tons below the previous five-year average. The Port of Portland's participation in the General Services Administration's defense stockpile program during the year 1953 was at the expense of the Port of Boston.

Portland enjoys the Baltimore basis of inland rail rates to Central Freight Association territory on all commodities. Working on this Baltimore basis, the General Services Administration routed substantial shipments of crude rubber through Portland for storage-in-transit at Manchester, N. H., Ipswich, Mass. and Dighton, Mass. A Port of Boston discharge while permitting storage-in-transit privileges would deny General Services Administration of the Portland-Baltimore basis of rates when the rubber eventually is removed from storage for shipment to Akron, Ohio or other destinations in the C.F.A. territory.

13. *Pineapple, Canned:*

Importations of Hawaiian pineapple increased 19,058 tons or 166% over the year 1952 and 200% over the five-year average, due to good crops, increased production and marketing in the New England and Canadian areas.

14. *Coffee:*

Coffee imports decreased 11% or 3,792 tons below the year 1952 and 13% below the five-year average, due partly to poor Brazilian crops and discharge at New York of importations on Boston bills-of-lading. Several ships with New England coffee did not have sufficient of other South American products to warrant calling at Boston.

15. *Latex:*

Imports increased 19,048 tons or 250% over the year 1952 and 100% over the five-year average. This can be attributed directly to the diversion of Rubber Corp. of America's business from the Port of New York to the Army Base Terminal.

16. *Hides, Skins and Pelts:*

Decreased 773 tons or 3% due to market conditions.

17. *Sisal:*

Decreased 8,764 tons or 29% due to General Services Administration's curtailment of Defense stock-pile purchases.

18. *Cocoa-Beans:*

Decreased 4,591 tons or 19% due to U. S. importers' reluctance to buy in a highly inflated market.

19. *Tanning Extract (Quebracho and Wattle Bark):*

Increased by 10,062 tons or 53% as a result of Defense stock-pile purchases and diversions from other ports.

20. *Bauxite Ore:*

Increased 4,616 tons or 32% due to increased consumption by local chemical plants.

DOMESTIC WATERBORNE COMMERCE

		YEAR 1953	YEAR 1952
Intercoastal —	In	245,138	207,387
	Out	92,490	76,238
TOTAL		337,628	283,625
Coastal —	In	10,764,106	11,359,901
	Out	424,827	618,247
TOTAL		11,188,933	11,978,148
Intraport		994,034	1,597,368

Intercoastal

Eastbound and westbound freight increased 54,003 tons over the previous year. Luckenbach Lines and American President Lines, serving this trade route via the Panama Canal in both directions, and Arrow Line, eastbound only, compiled a monthly average of 28,135 tons as compared with 23,635 tons in 1952 and 24,430 in 1951.

Coastal

This commerce registered a sharp decline of 789,215 tons, which can be attributed to decreases in fuel consumption due chiefly to a mild winter and the introduction of natural gas to New England.

Arrivals of colliers decreased by 64 and tankers by 55.

Intraport

Activity declined chiefly due to the completion of the Meridian Street Bridge over the Chelsea River. Structural steel for this project arriving at railheads in one port area was constructed into large bridge sections and moved by barge to the site of the new bridge, during the previous year. Less ship construction and repair accounted for additional decreases in intraport traffic.

PRINCIPAL PORT OF BOSTON EXPORTS
(SHORT TONS)

	1953	1952	1951
TOTAL EXPORTS ²	309,851	420,438	436,720
Grain	144,271 (5,051,170) ¹	235,536 (9,016,895) ¹	250,909 (8,006,156) ¹
Petroleum	0	2,747	18,800
Machinery	9,477	11,103	17,137
Textiles	10,697	6,054	14,860
Non-metallic minerals	6,144	9,498	12,052
Paper and paper products	4,143	7,836	10,219
Fertilizer	3,354	1,680	9,664
Chemicals	3,905	5,223	12,554
Coal tar products	180	0	1,328
Woodpulp	1,695	5,773	13,661
Flour	16,486	2,017	10,007
Iron and steel (fabricated)	3,967	5,546	2,444
Lumber and wood manufactures	927	677	10,927
Rubber manufactures	5,059	3,066	2,080
Newsprint	560	6,168	1,376
Leather and leather manufactures	3,071	1,390	1,923
Animal products, inedible	2,941	1,687	1,061
Hides and skins, raw	1,569	1,294	0
Animal oils and fats	309	1,115	0
Clays and earths	734	1,081	1,279
Animal fodders and feeds	0	20	1,017
Glass and glass products	121	0	1,087

¹Figures in parentheses show number of bushels.

²Port of Boston Commission data. Other data selected from U. S. Army Engineers' reports and grouped to facilitate comparison.

PORT PROTECTION

The Division initiated or took part in the following individual rate adjustments:

Dental plaster from Toledo, Ohio
 Frozen horsemeat from Kansas origins
 Machinery from Hamilton and Middletown, Ohio
 Milk and cream processed from Fargo, North Dakota
 Milk, sterilized, from Wisconsin origins
 Nepheline Syenite from Lakefield, Ontario

* * * * *

Brass, bronze and copper articles to Cleveland, Ohio
 Chocolate liquor to Fulton and Oswego, New York
 Cobalt metal to Niagara Falls, New York
 Cocoa beans to Fulton and Oswego, New York
 Fibre to Franklin, Ohio
 Fruit, dried, to Chicago, Illinois
 Granite to Toronto, Ontario
 Gums, seedlac and shellac to Chicago, Illinois
 Jute butts and cuttings to Herrin, Illinois and St. Louis, Missouri
 Jute scrap and waste to Chicago, Illinois
 Ilmenite ore to Cleveland, Ohio
 Latex to Indiana and Ohio points
 Wool, scoured, to Eastern Canada
 Zirconium ore to Niagara Falls, Ontario

Assistance was also given to the textile trade in dealing with the Far East Conference, resulting in the improved adjustment of ocean rates on cotton combings from North Atlantic ports to Japan.

The Export Grain Rate Case (described in previous reports)

In November, 1953, the Interstate Commerce Commission Examiner issued his proposed report. Oral argument was heard on April 7, 1954 at Washington and the decision rendered by the Interstate Commerce Commission in June found the present rates just and reasonable and ordered the proceeding discontinued.

Import Iron Ore Case

Rates were published to become effective in February 1953 from Boston, New York and Philadelphia on the Baltimore basis to apply on iron ore to certain steel producing points in the Wheeling-Youngstown area.

Baltimore immediately reduced its rates to retain its differential and Boston, New York and Philadelphia again reduced its rates to the Baltimore level.

On petition of the Baltimore railroads and port interests the Interstate Commerce Commission suspended all tariffs and set the case for hearing. Hearings were held in March and September, 1953. The Examiner in his proposed report recommended that the Commission find all proposed rates just and reasonable. In February 1954, however, the Commission issued its decision finding the rates proposed from Baltimore and Philadelphia were just and reasonable but denied equality to New York and Boston. In April 1954 the Port of Boston Commission was permitted to intervene. A petition for rehearing and reargument was filed by the Port of Boston Commission, the local railroads, and the New York interests. Petition was granted and case set for hearing in November, 1954.

Freight Tariff Simplification:

In 1951, the railroads as a whole set up a Tariff Research Group to deal with the problem of the increasing complexity of freight tariff publications and to develop methods for simplification and improvement. This was carried out in collaboration with the National Industrial Traffic League, in which this Commission holds membership. The Traffic Manager was asked by the League to take part in the necessary studies and to furnish information and advice.

Definite proposals to revise export and import class rates, to reflect the changes in domestic rates under Interstate Commerce Commission Docket 28300, were developed by rail carriers in the early months of 1954. Because these rates affect the relationship between the Gulf ports on the one hand and the North Atlantic ports on the other, it has been necessary to deal with the subject as a regional rather than a local problem. On May 26, 1954, a general discussion was held between Official Territory Railroads and the North Atlantic Ports Conference, with a representative of the Commission in attendance. Port interests stressed the necessity for a settlement which would remove the handicaps which now impede the North Atlantic in competition with the Gulf.

Rail carriers serving the North Atlantic expressed their agreement with the position of the Ports Conference and stated that they would endeavor to maintain this position in any subsequent arrangement made with the Southern Lines.

Motor-Truck Arbitraries

The New England Motor Rate Bureau again proposed and published, effective February 1, 1954, a scale of arbitraries to be added to freight charges on all pier freight as reimbursement for alleged waiting time to be assessed in lieu of hourly charges then in effect.

After a meeting with the Bureau, the Port of Boston Commission on January 21, 1954, through the office of the Attorney General, petitioned the Interstate Commerce Commission to suspend proposed tariffs. The Motor Rate Bureau in turn obtained permission from the Interstate Commerce Commission to postpone application of the proposed tariffs until May 1st.

In April the New England Motor Rate Bureau, at the request of the Port of Boston Commission, withdrew and cancelled the application of the pier arbitraries permitting a revised waiting rule to apply.

Contacts with the Public

Contacts with the public continue in the form of supplying technical advice and assistance to the shipping public in transportation matters. The Promotion, Marketing and Traffic Division's telephone information service answers inquiries, as to vessel movements, pier locations, schedules and services. It is notable that, in the past year, 25% of these inquiries related to vessel movements and local conditions at ports other than Boston. The efficient progress of this service requires not only a store of source material adequate to deal with any possible inquiry but also personnel capable of dealing accurately with technical questions.

The Commission is represented through its Promotion, Marketing and Traffic Division on the Executive Committee of the North Atlantic Ports Conference, on the Export and Import Committee of the New England Traffic League and on the Port Facilities Committee of the New England Shippers Advisory Board. Membership is held in the National Industrial Traffic League, the American Association of Port Authorities, the North Atlantic Ports Association, the Maritime Association of the Greater Boston Chamber of Commerce, the Foreign Commerce Club, the Propeller Club and others. Membership and participation in the proceedings of these professional and technical bodies is of prime importance in the conduct of port affairs.

New Steamship Services

The Yamashita S.S. Line joined the four other Japanese steamship lines serving Boston, from Japanese ports with the arrival on March 4, 1953 of their new motorship Yamafuku Maru.

Kerr Steamship Ltd. of Montreal, Quebec, introduced a regular direct freight service from Boston to Neuvas and Havana, Cuba and Vera Cruz and Tampico, Mexico offering bi-weekly sailings of the *Canada-Mexico Line* effective April 21, 1953. This service was established as a result of a survey made of New England exporters by the Promotion, Marketing, Traffic Division.

The Promotion, Marketing, Traffic Division's estimate of the potential tonnage and revenue of this trade route, based upon the statistics of this survey and as presented verbally and in writing to Kerr Steamships Ltd., proved to be correct.

Each ship carried an average of 200 export shipments, totaling over 1,000 tons per ship, and paying the steamship operator an average of \$25,000.00 in freight revenue. Some of these New England manufactures normally move through other seaports, but a large percentage of these exports is new business which was created by the availability of the steamship services at the Port of Boston. As in the instance of the manufacture of 7,000 railroad carwheels, weighing 750 pounds each, in a Chelsea, Mass. plant for export to Mexico. Normally, these wheels are manufactured in Kansas City and shipped by rail to Mexico. However, when the less expensive water route was provided from Boston, the entire job of manufacturing was transferred to the Massachusetts plant — resulting in the creating of an additional 15,750 man hours of work in Massachusetts. Ninety per cent of the raw materials used in the manufacturing was also purchased in Massachusetts.

Because the Mexican Government is currently conducting a large scale program of railroad rehabilitation requiring 35,000 car wheels per year and because they can manufacture only 15,000 wheels in their own plants, it is expected that Massachusetts will supply them with 10,000 to 20,000 car wheels per year for several years in the future. The S.S. Basis, making the first northbound arrival of, this line on July 17, 1953, carried a substantial cargo of Mexican sisal and canned Cuban pineapple for manufacture and consumption in Massachusetts and New England.

It was because of services such as this and at the suggestion of a port representative, that their Excellencies the Governor of New Hampshire, Honorable Hugh Gregg and the Governor of Vermont, Honorable Lee E. Emerson, publicly proclaimed the months of May and June "Port of Boston Months" in their respective states and stressed the economic importance of the Port of Boston to New England businessmen.

A study made recently by the Port Authority indicated that the average ship which enters Boston Harbor contributes a minimum of \$11,000 to the income of the port area. This is only the minimum of the money disbursed; it does not include pilotage, towage and ships stores, nor does it allow for such inland services as brokerage, haulage or warehousing. Many ships, serving Boston purchase stores in other United States or foreign ports, but every ship of the *Canada-Mexico Line* expends in Boston an average of \$4,500 for purchase of stores.

The Arrow Line, which serves Miami, Jacksonville, Norfolk, Philadelphia, Baltimore and Charlestown from Pacific Coast ports won permission from the I.C.C. to extend its services to include the Port of Boston. The first ship arrived in Boston, September 18, 1953.

Eckert Line — Mediterranean Service — Shepard S.S. Co., Boston agents for the Eckert Line, inaugurated a new freight service from Boston to Portuguese and Mediterranean ports of Lisbon, Leixoes (Okorto), Tangier, Casablanca, Genoa, Tripoli (Libya), Piraeus, and Istanbul as of October 1, 1953.

This line's services have continued regularly through the year 1954.

Shepard S.S. Company — Intercoastal Service — In December, 1953, the Interstate Commerce Commission granted Shepard Steamship Company, of Boston, a contract-carrier permit to handle lumber from Washington and Oregon ports on the Pacific Coast to Boston and other New England ports. The permit, which enabled Shepard to handle lumber in lots of one million net board feet or more for not more than three shippers on any one voyage, was exercised frequently during 1953 and 1954 chiefly for the parent company, Shepard & Morse Lumber Company.

Union Sulphur & Oil Corporation — Intercoastal Service — The I.C.C. extended the contract-carrier permit of the Union Sulphur & Oil to permit it to transport eastbound to Boston and other New England ports in lots of 500,000 board feet or more for not more than three shippers on each voyage. This license was exercised chiefly for the Weyerhaeuser interests.

The fiscal report of the Commission, as provided for in section 1 of chapter 91A of the General Laws, follows:

FISCAL DIVISION REPORT

SUMMARY OF ALL APPROPRIATIONS

JUNE 30, 1954

	APPROPRIATION	ALLOTMENT	EXPENDITURE	CASH BALANCE	ENCUMBRANCE	UNENCUMBERED BALANCE	UNALLOTTED BALANCE	UNENCUMBERED AND UNALLOTTED BALANCE
3140-01	Administration	\$282,565 00	\$260,746 74	\$17,653 26	\$12,224 80	\$5,428 46	\$4,165 00	\$9,593 46**
3150-01	Maintenance of property	317,900 00	298,493 30	18,429 02	9,593 85	8,835 17	977 68	9,812 85**
2812-01	Shore protection work	121,073 52	119,789 37	1,284 15	877 21	406 94	-	406 94**
3145-01	Freight rate investigation	15,000 00	-	5,000 00	3,015 53	1,984 47	10,000 00	11,984 47
3145-02	Dredging Malden River	25,000 00	14,518 55	10,481 45	9,892 13	589 32	-	589 32**
3145-03	Certain shore protection work	91,500 00	61,663 64	29,836 36	29,581 77	254 59	-	254 59**
		\$853,038 52	\$755,211 60	\$82,684 24	\$65,185 29	\$17,498 95	\$15,142 68	\$32,641 63
<i>Federal Grants</i>								
4126-00-00	Castle Island terminal	\$2,737 50	-	\$2,737 50	-	\$2,737 50	-	\$2,737 50
4127-00-00	Development of Northern Avenue							
		\$2,737 50		\$2,737 50	-	\$2,737 50	-	\$2,737 50
<i>Bond Funds</i>								
8308-00	Boston Harbor terminal facilities loan (Mystic)	\$464,507 87	-	\$16,307 87	-	\$16,307 87	\$450,200 00	\$466,507 87
8320-71	Boston Harbor facilities loan (Hoosac)	196 48	-	-	-	-	196 48	196 48**
8321-00	Castle Island facilities loan	1,200,000 00	-	-	-	-	1,200,000 00	1,200,000 00
8322-00	East Boston terminal facilities	5,219,453 50	3,105,194 11	1,814,613 04	1,616,744 53	197,868 51	299,646 35	497,514 86
		\$6,886,157 85	\$3,105,194 11	\$1,830,920 91	\$1,616,744 53	\$214,176 38	\$1,950,042 83	\$2,164,219 21

**Amounts reverting.

SUMMARY OF ALL APPROPRIATIONS
JUNE 30, 1954

	SPECIAL APPROPRIATIONS	APPROPRIATION	ALLOTMENT	EXPENDITURE	CASH BALANCE	ENCUMBRANCE	UNENCUMBERED BALANCE	UNALLOTTED BALANCE	UNENCUMBERED AND UNALLOTTED BALANCE
2812-05	Shore protection, Hull Expires 6/30/53*	\$9,955 90	\$9,955 90	\$9,790 80	\$165 10	-	\$165 10	-	\$165 10**
2812-07	Dredging, South Boston Expires 6/30/53*	3,205 00	3,205 00	3,205 00	-	-	-	-	-
3145-04	Construction Expires 6/30/55	40,974 35	39,974 35	24,390 50	15,583 85	\$6,516 34	9,067 51	1,000 00	10,067 51
8254-25	Dredging and harbor improvements Expires 6/30/58	170,000 00	170,000 00	125,830 23	44,169 77	43,271 28	898 49	-	898 49
		\$224,135 25	\$223,135 25	\$163,216 53	\$59,918 72	\$49,787 62	\$10,131 10	\$1,000 00	\$11,131 10

*Carry-over.

**Amount reverting.

SUMMARY OF RECEIPTS
JUNE 30, 1954

	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY
License charges	-	\$840 73	\$281 60	-	\$35 00	\$450 00	\$275 00
Certified copying charges	\$2 00	6 00	2 00	\$3 00	5 00	6 00	4 00
Rentals	9,146 89	5,376 31	15,275 23	7,489 84	4,203 97	16,095 50	7,182 07
Commonwealth Pier No. 1	-	-	-	-	-	-	-
Commonwealth Pier No. 5	-	-	-	-	-	-	-
Castle Island	27,228 99	18,695 27	12,975 74	19,772 98	9,838 91	23,524 47	12,483 57
Commonwealth Facility, East Boston	1,500 00	13,285 41	1,500 00	1,500 00	1,500 00	4,500 00	1,500 00
Rent for Hoosac Pier	8,228 78	8,228 78	8,228 78	8,228 78	8,228 78	8,228 78	16,437 56
Rent for other (pay station receipts,	12,933 95	12,883 95	11,358 22	11,358 22	11,358 22	11,358 22	11,358 22
Sale of land	36 50	36 54	44 75	77 30	33 66	52 88	81 95
Miscellaneous	13 30	2,000 00	17,000 00	7,000 00	-	-	-
Mystic Pier miscellaneous sales	-	-	-	-	-	-	-
Rent for Mystic Pier	14,254 77	14,254 77	14,254 77	14,254 77	14,254 77	14,254 77	14,254 77
Sale of equipment	-	-	-	-	-	-	-
Miscellaneous sales	-	-	-	-	-	-	-
Sales, other	625 85	1 20	-	2 40	1 20	2 40	1 20
	\$74,041 03	\$75,708 96	\$80,921 09	\$69,687 29	\$49,459 51	\$75,473 02	\$63,598 34

SUMMARY OF RECEIPTS
JUNE 30, 1954

	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL	PREVIOUS YEAR
License charges	\$500 00	—	—	—	\$2,368 88	\$4,751 21	\$39,012 70
Certified copying charges	1 00	\$1 00	—	\$1 00	—	31 00	28 00
Rentals	3,938 52	15,937 39	\$7,714 30	3,838 46	21,389 58	117,608 06	144,142 87
Commonwealth Pier No. 1	7 368 71	27 284 66	7 686 07	11,859 77	31,760 96	210,480 10	234,448 43
Commonwealth Pier No. 5	1,500 00	18,251 39	—	4,500 00	23,310 73	69,847 53	59,448 60
Castle Island	—	8,228 78	8,228 78	8,228 78	8,228 78	98,745 36	98,745 36
Commonwealth Facility, East Boston	—	—	—	—	60,042 56	142,801 56	156,083 86
Rent for Hoosac Pier	—	—	—	—	—	—	—
Contributions	20 43	39 45	63 95	48 74	77 81	633 96	736 24
Rents, other (pay station receipts)	—	—	—	—	25,333 33	51,333 33	194,325 96
Sale of land	7 00	3 50	—	—	—	23 80	225 80
Miscellaneous, other	—	—	—	—	—	—	—
Mystic Pier miscellaneous sales	14,254 77	14,254 77	14,254 77	22 96	28,512 70	171,083 36	153,123 81
Rent for Mystic Pier	—	—	—	—	—	—	—
Sale of equipment	—	—	—	—	—	—	—
Reimbursement for property damage	—	—	—	—	—	—	—
Miscellaneous refunds previous years	—	—	—	—	—	—	—
Miscellaneous sales	1 20	1 20	1 20	1 00	91 20	730 05	6,243 15
	\$27,591 63	\$84,022 14	\$37,949 07	\$28,500 71	\$201,116 53	\$868,069 32	\$1,087,024 70†
						5 17*	108 84\$
						\$868,064 15†	\$1,087,133 54

*Less — Refund of receipts.

†Plus — Refunds
\$Previous year

†Total receipts

SUMMARY OF RECEIPTS
JUNE 30, 1954

COMMONWEALTH PIER No. 5		JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY
Dockage, lying at berth	.	\$100 00	-	\$150 00	\$450 00	-	\$100 00	-
In dock .	.	2,986 67	\$1,481 53	1,115 76	3,083 82	\$888 04	2,339 21	\$1,907 63
Out dock .	.	1,225 28	1,485 53	935 02	1,459 53	607 01	1,257 02	928 66
Light .	.	155 57	289 11	454 82	456 59	168 43	368 35	165 20
Locker .	.	446 45	2,436 45	931 45	811 45	871 45	731 45	1,071 45
Miscellaneous .	.	-	-	-	-	-	-	-
Passengers .	.	187 50	-	232 50	-	-	12 50	-
Rent .	.	347 84	669 98	464 96	422 96	544 28	377 36	434 24
Storage in transit	.	72 50	-	-	-	240 00	-	-
Water .	.	120 00	222 82	60 00	140 00	122 26	95 62	43 18
In wharf .	.	8,749 02	8,886 99	3,890 72	5,411 86	3,837 46	12,234 96	3,526 97
Out wharf .	.	7,597 55	2,315 27	2,927 71	5,586 01	2,371 82	4,062 67	3,585 35
Storage .	.	486 06	78 61	840 54	456 66	138 16	748 38	129 36
Use of pier by Navy	.	-	-	-	-	-	-	-
Portable office .	.	-	-	-	-	-	-	-
Gangways, use of .	.	3,178 58	478 62	670 93	841 41	-	700 18	485 04
In railroad .	.	1,575 97	350 36	301 33	652 69	-	506 77	206 49
Out railroad .	.	-	-	-	-	-	-	-
Elevator, use of .	.	-	-	-	-	-	-	-
		\$27,228 99	\$18,695 27	\$12,975 74	\$19,772 98	\$9,838 91	\$23,524 47	\$12,483 57

SUMMARY OF RECEIPTS

JUNE 30, 1954

COMMONWEALTH PIER No. 5		FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL	PREVIOUS YEAR
Dockage, lying at berth	.	-	\$3,400 00	-	\$1,600 00	\$2,150 00	\$7,950 00	\$1,500 00
In dock	.	\$1,126 55	1,516 53	\$1,581 53	1,593 90	2,512 97	22,134 14	25,325 59
Out dock	.	1,091 28	1,046 51	1,400 90	472 17	1,939 65	13,848 56	12,719 51
Light	.	268 97	4,050 74	317 72	2,343 94	2,037 38	11,066 82	3,490 90
Locks	.	611 45	1,131 45	751 45	731 45	1,071 45	11,597 40	10,307 40
Miscellaneous	.	-	-	-	-	-	-	14 20
Passengers	.	-	-	357 00	-	259 00	1,048 50	9,214 50
Rent	.	544 28	740 76	491 36	791 64	1,041 36	6,871 02	15,047 84
Storage in transit	.	-	-	-	-	-	312 50	56 00
Water	.	101 46	1,056 68	146 58	972 75	483 32	3,564 67	1,927 17
In wharf	.	481 67	8,325 73	1,847 91	325 11	12,776 69	70,345 09	79,635 43
Out wharf	.	2,252 99	5,263 50	692 59	2,218 33	5,994 13	44,897 92	35,083 54
Storage	.	305 36	139 92	99 03	31 10	-	3,453 18	10,009 60
Use of Pier by Navy	.	-	-	-	-	-	-	-
Portable office	.	-	-	-	-	-	-	-
Gangways, use of	.	-	-	-	-	-	-	-
Space	.	311 39	270 60	-	448 21	822 65	8,207 61	19,764 72
In railroad	.	273 31	342 24	-	331 17	672 36	5,212 69	10,350 03
Out railroad	.	-	-	-	-	-	-	-
		\$7,368 71	\$27,284 66	\$7,636 07	\$11,859 77	\$31,760 96	\$210,480 10	\$234,446 43
							5 17*	
							\$210,474 93†	

*Less — Refund of receipts

†Total receipts, Commonwealth Pier No. 5

Financial Statement Verified
September 27, 1954Approved for Publishing,
FRED A. MONCEWICZ, Comptroller

